



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

MINUTES

Transportation Advisory Committee (RTAC)

February 6, 2013 2:00 pm

Kanarraville City Offices
40 South Main Street
Kanarraville, UT

MEMBERS IN ATTENDANCE:

Mr. Rob Dotson
Mr. Steve Platt
Ms. Brenda Pugh
Mr. Monte Aldridge

MEMBERS EXCUSED:

Mr. Tom Stratton
Mr. Kit Wareham
Mr. Shayne Scott
Mayor Connie Robinson

OTHERS IN ATTENDANCE:

Mr. JD Frisby
Mr. Dave Demas
Mr. Curt Hutchings

REPRESENTING:

Enoch City
Iron County
Kanarraville Town
Utah Dept. of Transportation

REPRESENTING:

Brian Head City
Cedar City
Parowan City
Paragonah Town

REPRESENTING:

Sunrise Engineering, Inc.
Five County Assoc. of Governments
Five County Assoc. of Governments

I. QUORUM DECLARATION

Mr. Rob Dotson was designated as Chair Pro Tem. He welcomed all at the meeting and declared there was NOT a quorum present.

II. APPROVE MINUTES FROM DECEMBER 5, 2012

The Minutes were not voted on due to lack of a quorum.



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III. UPDATE ON SMOOTHED BOUNDARY AND FUNCTIONAL CLASS

Mr. Demas shared a map indicating the changes to the smoothed boundary and functional classification of roads as submitted by the Iron County RPO to Mr. Abdul Wakil at the Utah Department of Transportation (UDOT). Mr. Demas also produced a spreadsheet listing all the functional class roads and any change requests. Mr. Wakil has received the information and is reviewing it, but is out of town for a week. When he returns, he will most likely contact the specific entities which requested changes. Since the change requests submitted by Mr. Steve Platt and Mr. Kit Wareham did not include traffic counts and speed limits, he may ask for that specific information. Mr. Platt responded that the County does not own a traffic counter and they would need to borrow one. Mr. Demas questioned if the State CUBE model includes traffic analysis zone information for the Cedar City area. He stated there are a few other resources they might access to see if they include traffic counts for the roads in question.

IV. REGIONAL TRANSPORTATION PLAN OUTLINE

A. Plan Outline

Mr. Demas provided an outline for the ICRPO Regional Transportation Plan (RTP). The Transportation Plan is one of the deliverables requested by UDOT to be accomplished during the fourth year of the ICRPO. Mr. Demas reviewed a draft outline with the members.

Mr. Demas began by explaining the this is a rough outline only, developed by Mr. Curt Hutchings and himself. He desires the RTAC to provide major input into the document. Mr. Demas said that producing the RTP is a good way to compile plans and studies created over time identifying regional transportation issues. The Plan will also include Project Prioritization lists, Mr. Demas set a goal to complete the RTP by the end of June 2013. Mr. Demas would like the RTP to be succinct and concise.

Ensuing discussion on the proposed outline topics is notated within a copy of the outline itself, as follows:



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ICRPO Regional Transportation Plan – Draft Outline

I. Introduction, Purpose and Vision

1. Discuss the history and background of the RPO

Mr. Demas envisions this as a brief summary of the transportation network within the ICRPO area. It will be a brief and general overview. Mr. Platt suggested explaining why Eastern Washington County was designated an Emerging Area Plan and how it then formed a Regional Planning Organization.

A. Overview of the Region – ICRPO

Mr. Demas explained that this section will introduce the Eastern Iron County Rural Planning Organization and its purpose and provide an overview of region, boundary maps, and a brief description of each city or town and the County.

- 1. Description and Function**
- 2. Pre-designation and designation**
- 3. Organization**
 - a. Include cities and towns that are included and....**
- 4. RPO Boundary Map**

B. Cities and Towns of the ICRPO

Mr. Demas suggested that each entity provide their own brief description of their city or town. It was pointed out that the ICRPO Build Out Study already includes brief descriptions and Mr. Demas was advised to use those. Mr. Demas suggested he would do that but it is a good opportunity for any editing. He can also reference the Eastern Iron County Emerging Area Plan completed by UDOT.

C. Summary of the Transportation Network



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D. Goals and Objectives

Of most importance to Mr. Demas are the goals and objectives of the ICRPO, about which Mr. Demas would like to have active group discussion.

Mr. Demas suggested the following six major goals, then added some themes identified in the Eastern Iron County Emerging Area Study (EAS). He also integrated four key concepts outlined in the EAS that he particularly liked: to promote, provide, protect, and preserve.

The flow of the goals and themes can be rearranged. One Committee Member suggested presenting the Themes before Goals.

1. Provide a transportation system that facilitates the efficient movement of people and goods while connecting communities.

Mr. Demas feels that connecting communities is an important concept when discussing transportation.

2. Plan a safe and secure transportation system that supports industrial, commercial and residential development.

Mr. Monte Aldridge advised that the Zero Fatalities campaign is a major priority for UDOT. He suggested it might be appropriate to break out safety as a separate goal. The Utah Department of Transportation is one of the leaders nationally in transportation safety.

in Region Four alone, fatalities were down 12% last year. Since starting the Zero Fatalities safety program 10 years ago, there have been approximately 800 fewer deaths. Mr. Hutchings suggested that Zero Fatalities Program could be included as a strategy to support a safety goal. There was support by Committee members to make safety a separate goal. UDOT also provides good information about the dangers of texting and driving.

Mr. Aldridge also noted that fatalities in 2012 were as low as 1959. Sixty-four percent of all road fatalities in southern Utah are from people not wearing seatbelts.



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

A committee member suggested separating out safety, then folding the last half of Goal #2 into Goal #3. Mr. Hutchings suggested perhaps making safety even Goal #1.

3. Improve the region's economic vitality and provide access to economic opportunities for all citizens of the region while promoting Eastern iron County as a tourist destination.

Mr. Steve Platt brought up the change in truckers over the years from safety advocates to a roadway challenge. Truckers training may need to focus more on ethics of the road.

4. Improve quality of life and minimize potential impacts to the environment while maintaining a rural community atmosphere.

Mr. Demas asked what Committee members felt about impacts to the environment. One response was that 'the environment' can be defined many ways, including rural community character. It doesn't include just the physical environment, like air and water.

Mr. Aldridge explained the UDOT concept of Context Sensitive Solutions. The concept is when implementing a project, to build to best protect the natural and built environment. An example he shared are the wildlife crossings on I-15 near milepost 125 that allow wildlife access underneath the interstate. 300 – 320 deer used to be killed there every year. The first year after putting those crossings in place, only three deer were killed and large numbers of wildlife involved fatalities avoided.

Mr. Demas suggested being careful in the wording of this section to prevent the possibility of accidentally creating conflict issues. Mr. Aldridge suggested using the phrase and concept of "context sensitive solutions" could prevent unintended conflicts.

Mr. Aldridge shared the three tenets of context sensitive solutions:
1) Address the transportation need; 2) Be an asset to the Community; and 3) Be Compatible with the Natural and Built Environment".



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Essentially, he said, it means to improve quality of life and minimize potential impacts while maintaining a rural community atmosphere by utilizing Context Sensitive Solutions.

5. **Preserve the existing transportation system and promote efficient system management.**
6. **To identify a prioritized list of potential projects and provide to UDOT for consideration into the STIP.**

Mr. Demas suggested that something needs to be mentioned here about this process that the ICRPO actively participates in. One project from Iron County, passing lanes on SR-20, has been included in the Statewide Transportation Improvement Program (STIP) priority considerations.

7. **Emerging Area Themes**
 - a. **Promote as a Destination**
 - b. **Support Industrial, Commercial, and Residential Development**
 - c. **Connect Communities**
 - d. **Preserve Rural Community Character**

II. **Demographic and Land Use Trends**

Mr. Demas explained that most reports like this include a few tables and paragraphs regarding basic demographics. They could utilize the Build Out Study and the recent Census for this information.

A. Relationship of Land Use and Development to Transportation

Mr. Demas pointed out that many people don't understand the relationship between land use and transportation. If acreage is zoned one way, then the land use is changed to significantly alter the density and population (say an increase), then there becomes a concurrent need for more or higher capacity roads.



IRON COUNTY RURAL PLANNING ORGANIZATION

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B. Population

- 1. Build Out Study**
- 2. 2010 Census Information**

III. Regional Transportation System

This would include more of what conditions are today, and more specificity.

A. Roadways

1. Bridges? – Has there been discussion there?

Mr. Platt responded that he would appreciate seeing per jurisdiction how many bridges there are and if they are functionally obsolete. A discussion ensued about area bridges. Mr. Demas said that if you have a structure that spans 20 feet or more, even if it is box culverts side by side, with a total span of 20 feet, that falls under the category of bridges.

Mr. Platt added that the railroad bridges are not necessarily in the ICRPO; they have an effect on transportation and should be considered also.

- B. Public Transportation**
- C. Bicycle and Pedestrian Facilities**
- D. Airports**
- E. Goods Movement**
- F. Travel Demand Management**

IV. Transportation System – Performance and Recommendations

Mr. Demas suggested that this section would include the current plans and recommendations.



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A. Roadways

Mr. Hutchings suggested including the ICRPO Access Management as part of this section.

1. Safety
2. Capacity
3. Project Priorities
 - a. Capacity Table
 - b. Safety Table

B. Public Transportation

1. Transit

He mentioned there has been some discussion on public transit in the area and it might be appropriate to invite someone from the Cedar Area Transportation System (CATS) to participate with the RPO. CATS is a Cedar City program. They receive Federal Transit Authority funding through the UDOT Public Transit Team. Ms. Tammy Nay is the Manager of CATS and already active on the Five County AOG Coordinated Human Services Transportation Services Committee.

2. Other Modes

Mr. Hutchings suggested that maybe Mr. Levi Roberts of the Five County AOG Transportation Office to research this area.

3. Project Priorities
 - a. Studies Table
 - b. Transit Table

C. Bicycle and Pedestrian Facilities

1. Pedestrian



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Mr. Demas pointed out that the IC RTAC has already had some meetings addressing trails and possible coordination between jurisdictions.

2. Bicycle

Mr. Demas commented that bicycle use is increasing everywhere. There could be a more formal plan developed for the growth and coordination of this type of transportation.

3. ATV

4. Project Priorities

5. Transportation Alternatives Table

6. Studies Table

D. Goods Movement

A member requested the inclusion of industry – specifically retail. I-15 serves as a major freight corridor.

This could also include discussion on the Alton Coal Mine project.

E. Travel Demand Management

Mr. Hutchings inquired from Mr. Aldridge what could be done to increase information from the transportation demand modeling done using the CUBE software. At the State level, the CUBE modeling does not calculate and provide detailed information for the more rural areas of Utah. Mr. Aldridge pointed out the modeling work is very expensive and usually contracted out to contractors.

The Dixie Metropolitan Planning Organization provided their own funding, with some financial support from UDOT. Mr. Aldridge will check with Mr. Walt Steinworth in UDOT Planning to see what information is available to the ICRPO area currently, and what modeling could possibly be run in the future.

There was some discussion about what the uPLAN program can do to provide information for jurisdictions.



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F. Airports

Mr. Demas pointed out that something about the airport should be included because it is a mode of transportation.

V. Appendices

V. OTHER DISCUSSION ITEMS

- A. Mr. Hutchings made the suggestion for the ICRPO to consider hosting an Iron County Transportation Expo at some point. There was discussion of the pros and cons.

- B. Next meeting

April 3, 2013 @ 2:00 pm at the Cedar City Office.

VI. ADJOURN

The meeting was adjourned by motion.